

SCIP

APPLICATION FOR FINANCIAL ASSISTANCE  
Revised 4/99

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Madeira

CODE# 061 - 46312

DISTRICT NUMBER: 2

COUNTY: Hamilton

DATE 09/18/09

CONTACT: Bruce G. Brandstetter

PHONE # ( 513 ) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 651-0147

E-MAIL bbrandstetter@brandstettercarroll.com

PROJECT NAME: KENWOOD ROAD RECONSTRUCTION, Phase II

SUBDIVISION TYPE  
(Check only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 or 6117O.R.C).

FUNDING TYPE REQUESTED  
(Check All Requested & Enter Amount)

- ☒ 1. Grant \$1,125,000  
☐ 2. Loan  
☐ 3. Loan Assistance

PROJECT TYPE  
(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,250,000.00

FUNDING REQUESTED: \$ 1,125,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,125,000.00

LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_

RATE: \_\_\_\_\_ %

TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_

RATE: \_\_\_\_\_ %

TERM: \_\_\_\_\_ yrs.

(Check only 1)

☒ State Capital Improvement Program

☐ Small Government Program

☐ Local Transportation Improvements Program

RECEIVED  
9-18-09  
JAC  
HAM CO. ENGINEER'S OFFICE

FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**  
(Round to Nearest Dollar)

**TOTAL DOLLARS**

**FORCE ACCOUNT  
DOLLARS**

a.) **Basic Engineering Services:** \$ \_\_\_\_\_

Preliminary Design \$ \_\_\_\_\_

Final Design \$ \_\_\_\_\_

Bidding \$ \_\_\_\_\_

Construction Phase \$ \_\_\_\_\_

Additional Engineering Services \$ \_\_\_\_\_

\*Identify services and costs below.

b.) **Acquisition Expenses:**  
Land and/or Right-of-Way \$ \_\_\_\_\_

c.) **Construction Costs:** \$ 2,050,000.00

d.) **Equipment Purchased Directly:** \$ \_\_\_\_\_

e.) **Permits, Advertising, Legal:** \$ \_\_\_\_\_  
(Or Interest Costs for Loan Assistance  
Applications Only)

f.) **Construction Contingencies:** \$ 200,000.00

g.) **TOTAL ESTIMATED COSTS:** \$ 2,250,000.00

\*List Additional Engineering Services here:  
Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____	_____
b.) Local Revenues	\$ <u>1,062,500.00</u>	<u>47</u>
c.) Other Public Revenues	\$ _____	_____
ODOT	\$ _____	_____
Rural Development	\$ _____	_____
OEPA	\$ _____	_____
OWDA	\$ _____	_____
CDBG	\$ _____	_____
OTHER <u>MRF</u>	\$ <u>62,500.00</u>	<u>3</u>
_____	_____	_____
_____	_____	_____
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,125,000.00</u>	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,125,000.00</u>	<u>50</u>
2. Loan	\$ _____	_____
3. Loan Assistance	\$ _____	_____
SUBTOTAL OPWC RESOURCES:	\$ <u>1,125,000.00</u>	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,250,000.00</u>	<u>100%</u>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_

STATUS: (Check one)

Traditional \_\_\_\_\_

Local Planning Agency (LPA) \_\_\_\_\_

State Infrastructure Bank \_\_\_\_\_

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: KENWOOD ROAD RECONSTRUCTION, Phase II

## 2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

### A: SPECIFIC LOCATION:

This project is located on Kenwood Road, from Euclid Road to the south corporation limit, Kenwood Hills Drive. Complete roadway reconstruction is planned for the entire length of the project except the section from Whetsel Avenue to the south corporation limits.

PROJECT ZIP CODE: 45243

### B: PROJECT COMPONENTS:

The complete reconstruction of Kenwood Road from Euclid Road to Whetsel Avenue. This includes removal of existing pavement and curbing and replacing it with new concrete curb and a full-depth asphalt pavement. The storm sewer system will be upgraded. The section from Whetsel Avenue to the south corporation line will receive drainage improvements and pavement rehabilitation. Traffic signal upgrades are included at Euclid Road and Shawnee Run Road.

A waterline replacement project, 8200 LF, is currently under construction. The alignment of the waterline is generally down the centerline of the road. This will result in trench cuts along the entire length of the project which will lead to future pavement failures.

### C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing pavement is in critical condition. New water and sewer lines are planned for construction over the next 8 months. This project will complement the utility projects. Concrete curbs are deteriorating and there are many areas of pavement failures. The overall dimensions are 4300' x 37'.

Concrete Sidewalk	22,000 LF
Concrete curbs	8,500 LF
Full-Depth Pavement	17,300 SY
Storm Pipe Replacement	300 LF
Inlet Replacement	12 EA

### D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

This is a reconstruction project and will not affect capacity.

Road or Bridge: Current ADT 11,291 Year: 2007 Projected ADT: 17,455 Year: 2029

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$        Proposed Rate: \$       

Stormwater: Number of households served:                     

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>2,105,000</u>	<u>93.5</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION (concrete sidewalk)	\$ <u>146,250</u>	<u>6.5</u> %

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 01 / 09</u>	<u>05 / 01 / 09</u>
4.2 Bid Advertisement and Award:	<u>05 / 01 / 09</u>	<u>07 / 01 / 09</u>
4.3 Construction:	<u>07 / 01 / 09</u>	<u>12 / 31 / 10</u>
4.4 Right-of-Way/Land Acquisition	<u>N/A</u>	<u>N/A</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>Thomas W. Moeller</u>
	TITLE	<u>City Manager</u>
	STREET	<u>7141 Miami Avenue</u>
	CITY/ZIP	<u>Madeira, Ohio 45243</u>
	PHONE	<u>513/561-7228</u>
	FAX	<u>513/272-4211</u>
5.2	CHIEF FINANCIAL OFFICER	<u>Steve Soper</u>
	TITLE	<u>Treasurer</u>
	STREET	<u>7141 Miami Avenue</u>
	CITY/ZIP	<u>Madeira, Ohio 45243</u>
	PHONE	<u>513/561-7228</u>
	FAX	<u>513/272-4211</u>
5.3	PROJECT MANAGER	<u>Bruce G. Brandstetter, P.E.</u>
	TITLE	<u>Brandstetter Carroll Inc.</u>
	STREET	<u>424 East Fourth Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>513/651-4224</u>
	FAX	<u>513/651-0147</u>

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that each item listed is attached.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- X A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- X A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal or stamp and signature.
- N/A A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- N/A Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

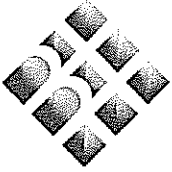
The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio, and prevailing wages.

**IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

Thomas W. Moeller, City Manager

Certifying Representative (Type or Print Name and Title)

Thomas W. Moeller 9-11-09  
Signature/Date Signed



**Brandstetter Carroll Inc.**  
ARCHITECTS ENGINEERS PLANNERS

424 EAST 4th STREET, CINCINNATI, OHIO 45202  
513.651.4224 VOICE 513.651.0147 FAX

**PRELIMINARY OPINION OF PROBABLE COST**

**KENWOOD ROAD**

**MADEIRA, OHIO**

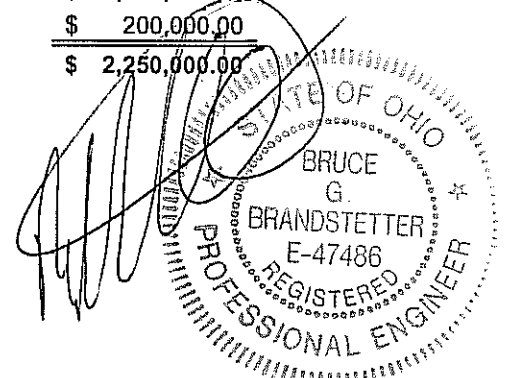
**Revised September 18, 2009**

**09006**

DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
Pavement Removal				
Roadway	17,150	SY @ \$	10.00 \$	171,500.00
Driveway	200	SY @	10.00	2,000.00
Excavation	2,700	CY @	30.00	81,000.00
New Full Depth Pavement-Euclid to Whetsel				
8" Bituminous Aggregate Base	4,000	CY @	125.00	500,000.00
2-1/2" Asphalt Concrete, Leveling	1,250	CY @	145.00	181,250.00
1-1/2" Asphalt Concrete, Surface	750	CY @	150.00	112,500.00
Concrete Curb	8,500	LF @	20.00	170,000.00
Driveways	1,800	SY @	40.00	72,000.00
6" Gravel Base (Drainage Layer)	3,150	CY @	40.00	126,000.00
Geotextile Fabric	17,000	SY @	2.50	42,500.00
Asphalt Leveling and Surface Course (Whetsel to Kenwood Hills Dr.)	100	CY @	150.00	15,000.00
Concrete Sidewalk	22,000	SF @	5.00	110,000.00
Modular Wall at Sidewalk	1,100	SF @	27.00	29,700.00
Traffic Signal Modifications				
Euclid and Shawnee Run Road	1	LS @	100,000.00	100,000.00
Manhole Adjustments	1	LS @	3,550.00	3,550.00
Underdrains	8,500	LF @	10.00	85,000.00
Storm Inlet Reconstruction / Replacement	12	EA @	1,500.00	18,000.00
Storm Pipe Replacement	300	LF @	100.00	30,000.00
Subgrade Excavation/Replacement	2,150	CY @	50.00	107,500.00
Downspout Pipe	100	LF @	15.00	1,500.00
Pavement Markings	1	LS @	25,000.00	25,000.00
Seed and Mulch	2,000	SY @	2.00	4,000.00
Topsoil	250	CY @	40.00	10,000.00
Mobilization	1	LS @	12,500.00	12,500.00
Construction Staking	1	LS @	14,500.00	14,500.00
Maintenance of Traffic	1	LS @	25,000.00	25,000.00
<b>Sub-Total</b>				<b>\$ 2,050,000.00</b>
<b>Contingency</b>				<b>\$ 200,000.00</b>
<b>Total</b>				<b>\$ 2,250,000.00</b>

This is to certify that this project, upon satisfactory completion/normal environmental and climatic conditions will have a useful life of 20 years.

X:\Kenwood PY10 PCE Rev 0900916 bgb.xls(09Funding)djb



# CITY OF MADEIRA

Thomas W. Moeller  
City Manager

7141 Miami Avenue • Cincinnati, Ohio 45243-2699  
(513) 561-7228 • Fax (513) 272-4211

September 17, 2009

District Two Integrating Committee  
Hamilton County Engineer's Office  
138 East Court Street  
Cincinnati, OH 45202

Attention: Joe Cottrell

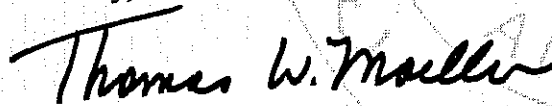
RE: City of Madeira  
SCIP Application/FY10  
Kenwood Road Improvement Project, Phase II

Ladies/Gentlemen:

It is hereby certified that the local matching funds in the amount of \$1,125,000 for the above referenced project will be appropriated in the FY10 Budget. Should this project be funded in 2010, the City will be prepared to meet the scheduling deadlines stated within the stated application.

Thank you for your time and consideration. Please call me if you have any questions.

Sincerely,



Thomas W. Moeller  
City Manager

c: Bruce Brandstetter, City Engineer

SCIP FY10 Kenwood Road Project Phase II

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#### City Council

Sarah A. Evans-Mayor, Kenneth Born-Vice Mayor, Rick Brasington, Tim Dicke, John Dobbs, David Sams, Rick Staubach



ORDINANCE NO. 09-23

**AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR OHIO  
PUBLIC WORKS COMMISSION (OPWC) FUNDS FOR THE  
KENWOOD ROAD RECONSTRUCTION PROJECT**

WHEREAS, it is determined that Kenwood Road is in need of resurfacing improvements;  
and

WHEREAS, the Ohio Public Works Commission Funds Program will fund work on the  
aforementioned street; and

WHEREAS, the City Manager recommends that we submit an application for this project for  
the 2010 Funding Period.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Madeira, State of  
Ohio:

**Section 1.** That the City Manager is hereby authorized to submit an application to the Ohio  
Public Works Commission District 2 Integrating Committee for funding under the Ohio  
Public Works Program for the Kenwood Road Reconstruction Project.

**Section 2.** That this Ordinance shall take effect from and after the earliest period allowed by  
law.

PASSED ON THE 24<sup>TH</sup> DAY OF AUGUST, 2009  
BY THE FOLLOWING 6-0 VOTE:

**YEA:**


Ken Born  
Rick Brasington  
John Dobbs  
Sarah Evans  
Dave Sams  
Rick Staubach

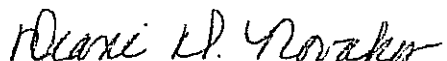
**NAY:**

**ABSTAIN:**

**ABSENT:**

Tim Dicke

  
\_\_\_\_\_  
Sarah A. Evans, Mayor

  
\_\_\_\_\_  
Diane D. Novakov, Clerk of Council

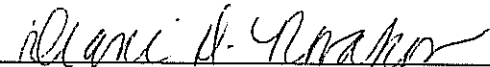
**CERTIFICATE OF COPY**

**STATE OF OHIO**

City of Madeira SS  
County Hamilton

I, Diane Novakov, Clerk of the City of Madeira, Ohio do hereby certify that the foregoing is a true and correct copy of Ordinance No. 09-23 adopted by the legislative Authority of the said City on the 24th day of August, 2009, that the publications of such ordinance be made and certified of record according to law; that no proceedings looking to a referendum upon such ordinance have been taken; and that such ordinance and certificate of publication thereof are of record in Ordinance No. 09-23, Page 23

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, this 27th ay of August, 2009.  
(SEAL)

  
Diane D. Novakov, Clerk of Council

City of Madeira, Ohio

**HAMILTON COUNTY ENGINEER'S OFFICE**

**PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2010**

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 p.m., Friday, August 29, 2008.

1. Municipality City of Madeira, Ohio
2. Road Name Kenwood Road
3. Project Limits Eucld to South Corporation Line (Kenwood Hills Drive)  
(Please give a "from - to" limit if possible.)
4. Project Priority One
5. Present Roadway Data: (Answer all that apply)
 

a. Pav't Width <u>37</u>	b. R/W Width <u>60'</u>	c. Curb Type <u>Integral with Pavement</u>
d. Type Surface <u>Asphalt</u>	e. Type Base <u>Concrete</u>	f. Shldr Type <u>N/A</u>
g. Shldr Width <u>N/A</u>	h. Year Last Resurfaced <u>1993</u>	

6. Present condition of project area: List deficiencies & reasons for improvement.

Existing pavement is in poor condition. Roadway was overlaid (with base repairs) in 1993. It deteriorated quickly (within six to seven years). The failures are primarily along the longitudinal joints where it was widened by 8 feet, 6 inches on each side in 1949 with eight inches of reinforced concrete. A waterline replacement project currently under construction and two sanitary sewer projects will add to the already inadequate pavement surface.

7. Project description or statement of work to be done: Include width and type of new pavement and other project particulars. List also any type of "Green" technology/materials/construction methods that will be used in this project.

New pavement shall be the same width. Total reconstruction is proposed with six-inch granular base and ten inches of concrete. Storm structures and storm pipe shall be replaced and under drains provided.

Warm asphalt shall be used for the surface course.

8. Traffic Data:
 

a. Present Volume <u>11,300</u>	b. Date of Count <u>8/07</u>
---------------------------------	------------------------------
9. Cost Estimate:

When engineering plans are necessary, list the following costs:

- |   |                     |
|---|---------------------|
| a. Preparation of preliminary plans and estimate, etc.      | \$ <u>55,000</u>    |
| b. Preparation of final plans & estimate, etc.              | \$ <u>80,000</u>    |
| c. Construction Cost Estimate                               | \$ <u>2,250,000</u> |
| d. Other Costs (Specify) <u>Construction Administration</u> | \$ <u>67,500</u>    |

<b>TOTAL AMOUNT OF MRF FUNDS APPLIED FOR</b>	\$ <u>62,500</u>
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10. Estimated date construction can be started after approval October 2009
11. Estimated date construction can be started if not funded 100% from MRF Unknown, local funds not available
12. Are the MRF funds to be used as matching funds for SCIP/LTIP? X Yes    No

If yes, what percentage of the project cost? 3 %

13. Cost Estimate Prepared by: Bruce Brandstetter Date: August 28, 2009
14. Application Prepared by: Thomas W Mueller Date: August 27 2009

Make copies of this form as needed.  
2009 MRF Form

MAPQUEST

Harewood Acres

Silverton

Kenwood Country Club

PROJECT LOCATION

Country Club Acres

Kenwood Cyn

Map Data © 2007 NAVTEQ or TeleAtlas

**KENWOOD ROAD**  
Euclid Road to Kenwood Hills Drive  
**MADEIRA, OHIO**

SUMMARY SHEET  
KENWOOD ROAD TRAFFIC COUNTS  
MADEIRA, OHIO  
September 12, 2008  
08006

BRANDSTETTER CARROLL INC.  
*Architects Engineers Planners*

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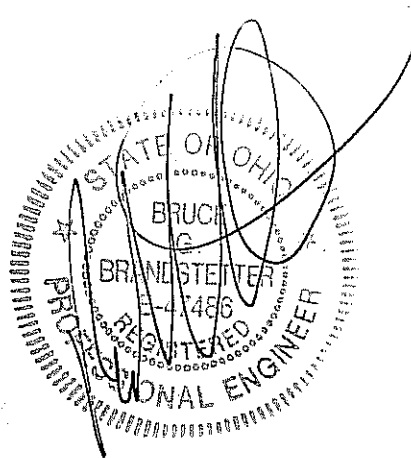
Kenwood Road, near Euclid

Southbound	5,542	24-hour count
Northbound	<u>5,749</u>	24-hour count
	11,291	Bi-Directional ADT

The following data was collected on August 29 and 30, 2007.  
This information is certified to be accurate.

Note: Updated counts were not taken in 2008 due to the various, adjacent projects (Whetsel Avenue Sanitary Sewer, Shawnee Run Road Reconstruction, Kenwood Road Waterline and Kenwood Road (City of Cincinnati) Water and Sewer Extensions. Traffic counts taken in 2008 would not be accurate as a result of these projects.

BEB:djb



Kenwood Road near Euclid

Start Date: 8/29/2007

Start Time: 12:30:00 PM

	NB Kenwood Road	SB Kenwood Road	Total Volume
8/29/2007 12:30 PM	72	90	162
8/29/2007 12:45 PM	120	70	190
8/29/2007 01:00 PM	69	69	138
8/29/2007 01:15 PM	100	86	186
8/29/2007 01:30 PM	90	87	177
8/29/2007 01:45 PM	100	108	208
8/29/2007 02:00 PM	94	86	180
8/29/2007 02:15 PM	98	104	202
8/29/2007 02:30 PM	100	121	221
8/29/2007 02:45 PM	109	115	224
8/29/2007 03:00 PM	108	131	239
8/29/2007 03:15 PM	86	132	218
8/29/2007 03:30 PM	84	120	204
8/29/2007 03:45 PM	102	136	238
8/29/2007 04:00 PM	81	127	208
8/29/2007 04:15 PM	105	141	246
8/29/2007 04:30 PM	112	142	254
8/29/2007 04:45 PM	130	122	252
8/29/2007 05:00 PM	112	132	244
8/29/2007 05:15 PM	120	130	250
8/29/2007 05:30 PM	76	122	198
8/29/2007 05:45 PM	81	74	155
8/29/2007 06:00 PM	69	87	156
8/29/2007 06:15 PM	82	79	161
8/29/2007 06:30 PM	66	82	148
8/29/2007 06:45 PM	60	70	130
8/29/2007 07:00 PM	56	83	139
8/29/2007 07:15 PM	45	55	100
8/29/2007 07:30 PM	50	58	108
8/29/2007 07:45 PM	52	69	121
8/29/2007 08:00 PM	37	73	110
8/29/2007 08:15 PM	32	60	92
8/29/2007 08:30 PM	41	55	96
8/29/2007 08:45 PM	30	28	58
8/29/2007 09:00 PM	27	38	65
8/29/2007 09:15 PM	18	42	60
8/29/2007 09:30 PM	16	20	36
8/29/2007 09:45 PM	13	19	32
8/29/2007 10:00 PM	12	20	32
8/29/2007 10:15 PM	14	11	25
8/29/2007 10:30 PM	4	14	18
8/29/2007 10:45 PM	6	7	13
8/29/2007 11:00 PM	6	13	19
8/29/2007 11:15 PM	10	6	16
8/29/2007 11:30 PM	6	6	12
8/29/2007 11:45 PM	1	8	9
8/30/2007 12:00 AM	0	3	3
8/30/2007 12:15 AM	3	5	8
8/30/2007 12:30 AM	3	5	8

Kenwood Road near Euclid

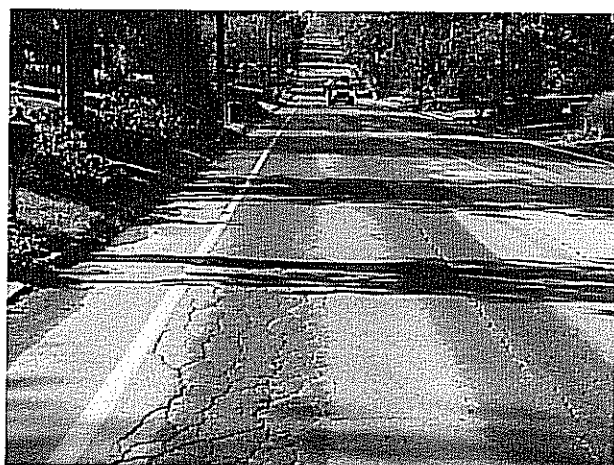
Start Date: 8/29/2007

Start Time: 12:30:00 PM

8/30/2007 12:45 AM	1	5	6
8/30/2007 01:00 AM	1	4	5
8/30/2007 01:15 AM	1	0	1
8/30/2007 01:30 AM	1	2	3
8/30/2007 01:45 AM	3	3	6
8/30/2007 02:00 AM	1	4	5
8/30/2007 02:15 AM	3	0	3
8/30/2007 02:30 AM	0	1	1
8/30/2007 02:45 AM	2	1	3
8/30/2007 03:00 AM	2	2	4
8/30/2007 03:15 AM	4	1	5
8/30/2007 03:30 AM	7	1	8
8/30/2007 03:45 AM	4	2	6
8/30/2007 04:00 AM	5	3	8
8/30/2007 04:15 AM	8	2	10
8/30/2007 04:30 AM	12	7	19
8/30/2007 04:45 AM	22	15	37
8/30/2007 05:00 AM	20	7	27
8/30/2007 05:15 AM	45	21	66
8/30/2007 05:30 AM	58	26	84
8/30/2007 05:45 AM	82	43	125
8/30/2007 06:00 AM	94	52	146
8/30/2007 06:15 AM	124	47	171
8/30/2007 06:30 AM	135	59	194
8/30/2007 06:45 AM	138	84	222
8/30/2007 07:00 AM	126	69	195
8/30/2007 07:15 AM	132	67	199
8/30/2007 07:30 AM	124	75	199
8/30/2007 07:45 AM	130	68	198
8/30/2007 08:00 AM	90	68	158
8/30/2007 08:15 AM	72	47	119
8/30/2007 08:30 AM	82	58	140
8/30/2007 08:45 AM	87	64	151
8/30/2007 09:00 AM	76	68	144
8/30/2007 09:15 AM	78	70	148
8/30/2007 09:30 AM	61	63	124
8/30/2007 09:45 AM	85	77	162
8/30/2007 10:00 AM	92	72	164
8/30/2007 10:15 AM	108	91	199
8/30/2007 10:30 AM	88	70	158
8/30/2007 10:45 AM	95	79	174
8/30/2007 11:00 AM	76	116	192
8/30/2007 11:15 AM	92	104	196
8/30/2007 11:30 AM	78	68	146
8/30/2007 11:45 AM	96	74	170
8/30/2007 12:00 PM	81	96	177
8/30/2007 12:15 PM	80	88	168
8/30/2007 12:30 PM	39	37	76
24 Hour Total	5749	5542	11291

**Kenwood Road Reconstruction  
From Euclid Road to Kenwood Hills Drive**

**Madeira, Ohio  
September 18, 2009**





## ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_ YES      X   NO    (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The existing pavement is in critical condition, it was constructed in 1949. Utility cuts, along with the overall deterioration of the pavement and concrete curbs, have resulted in a pavement that is in critical condition. The existing pavement was widened in 1949 and is 8" thick concrete with a 2" asphalt overlay. Per the Geotechnical Report by the H.C. Nutting Company dated September 2007 submitted with the 2009 application, the subgrade has deteriorated and is the major cause of failure. The subgrade can only be corrected by full-depth reconstruction. Please see pages 11,12, 13 and 14. Now with the waterline replacement project (8200 LF), the condition of the pavement will deteriorate more quickly.

**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This roadway is a primary north-south connector between Madeira, Columbia and Sycamore Townships. The proposed construction will include storm pipe and inlet replacement. Due to the pavement failures, the roadway is becoming unsafe to the traveling public. The current water and sewer projects will add to the pavement deterioration.

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Kenwood Road Reconstruction, Phase II

Priority 2 \_\_\_\_\_

Priority 3 \_\_\_\_\_

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

\_\_\_\_\_  
\_\_\_\_\_

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth (be specific).

It is important to keep the pavement and drainage in good condition. The City needs to maintain the right-of-way in good condition so as to preserve property values and encourage the redevelopment that is taking place all along Kenwood Road, from the highrise construction in the City of Cincinnati thru the residential area of Madeira to the commercial redevelopment in Sycamore Township.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Monday, August 31, 2009 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF funds have been applied for \$ 62,500.00

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Project will eliminate pavement failures, repair/replace deteriorating manholes and storm inlets, and eliminate ponding of water. These improvements will maintain good, uninterrupted vehicular, bicycle, and pedestrian traffic.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

No Build  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

Proposed Geometry  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A; This is a replacement project, not a betterment.

- 10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1 Month

a.) Are preliminary plans or engineering completed? Yes x No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes x No \_\_\_\_\_ N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

\_\_\_\_\_  
\_\_\_\_\_

e.) Give an estimate of time needed to complete any item above not yet completed. 4 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The overall project has regional impact in so far as it serves not only the City of Madeira, but also the City of Cincinnati, Columbia Township and Sycamore Township. It also is a major north-south connector for I-71.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No Ban

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O. (signed and sealed).

Traffic: ADT 11,291 X 1.20 = 13,549 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category

Optional \$5.00 License Tax x

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**SCIP/LTIP PROGRAM  
ROUND 24 - PROGRAM YEAR 2010  
PROJECT SELECTION CRITERIA  
JULY 1, 2010 TO JUNE 30, 2011**

NAME OF APPLICANT: MADEIRA  
NAME OF PROJECT: KENWOOD ROAD RECONSTRUCTION, PH II  
RATING TEAM: 0

**General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- ☒ 25 - Failed  
☐ 23 - Critical  
☐ 20 - Very Poor  
☐ 17 - Poor  
☐ 15 - Moderately Poor  
☐ 10 - Moderately Fair  
☐ 5 - Fair Condition  
☐ 0 - Good or Better

Appeal Score  
\_\_\_\_\_

**Criterion 1 - Condition**

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

**Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

**Critical Condition** - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 - Less than 10%
  - 9 - 10% to 19.99%
  - 8 - 20% to 29.99%
  - 7 - 30% to 39.99%
  - 6 - 40% to 49.99%
  - 5 - 50% to 59.99%
  - 4 - 60% to 69.99%
  - 3 - 70% to 79.99%
  - 2 - 80% to 89.99%
  - 1 - 90% to 95%
  - 0 - Above 95%

Appeal Score

\_\_\_\_\_

**Criterion 5 – User Fee-funded Agency Participation**

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure new employment
- 5 – The project will permit more development
- 0 – The project will not impact development

Appeal Score

\_\_\_\_\_

**Criterion 6 – Economic Growth**

Will the completed project enhance economic growth and/or development?

**Definitions:**

**Secure new employment:** The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

**Permit more development:** The project as designed will permit additional business development/employment. The applying agency must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - **LOCAL**

- 10 - This project is a loan or credit enhancement
- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 0 – Less than 10%

List total percentage of “Local” funds \_\_\_\_\_%

**Criterion 7 – Matching Funds – Local**

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered “Matching Funds – Other”).

8) Matching Funds – OTHER

List total percentage of “Other” funds \_\_\_\_\_ %

10 – 50% or higher  
8 – 40% to 49.99%  
6 – 30% to 39.99%  
4 – 20% to 29.99%  
2 – 10% to 19.99%  
1 – 1% to 9.99%  
0 – Less than 1%

List below each funding source and percentage

\_\_\_\_\_ %

\_\_\_\_\_ %

\_\_\_\_\_ %

\_\_\_\_\_ %

\_\_\_\_\_ %

**Criterion 8 – Matching Funds - Other**  
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.  
8 - Project design is for partial future demand.  
6 - Project design is for current demand.  
4 - Project design is for minimal increase in capacity.  
0 - Project design is for no increase in capacity.

Appeal Score  
\_\_\_\_\_

**Criterion 9 – Alleviate Capacity Problems**  
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

**Formula:**  
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

**Definitions:**  
**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.  
**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.  
**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.  
**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.  
**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.



10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
- 3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
- 0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

**Criterion 10 – Readiness to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

- 10 - Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact
- Appeal Score
- \_\_\_\_\_

**Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

**Definitions:**

**Major Impact** – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

**Significant Impact** – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

**Moderate Impact** – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

**Minor Impact** – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

**Minimal or No Impact** - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency’s economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed
- 8 – 80% reduction in legal load or 4-wheeled vehicles only
- 7 – Moratorium on future development, *not* functioning for current demand
- 6 – 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 – 40% reduction in legal load
- 2 – 20% reduction in legal load
- 0 – Less than 20% reduction in legal load

Appeal Score

\_\_\_\_\_

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 30,000 or more
- 8 - 21,000 to 29,999
- 6 - 12,000 to 20,999
- 4 - 3,000 to 11,999
- 2 - 2,999 and under

Appeal Score

\_\_\_\_\_

Criterion 14 - Users

The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

- 5 - Two or more of the above
- 3 - One of the above
- 0 - None of the above

Appeal Score

\_\_\_\_\_

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the “Additional Support Information” form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category.